



US Army Corps
of Engineers®
Nashville District

DistrictDigest

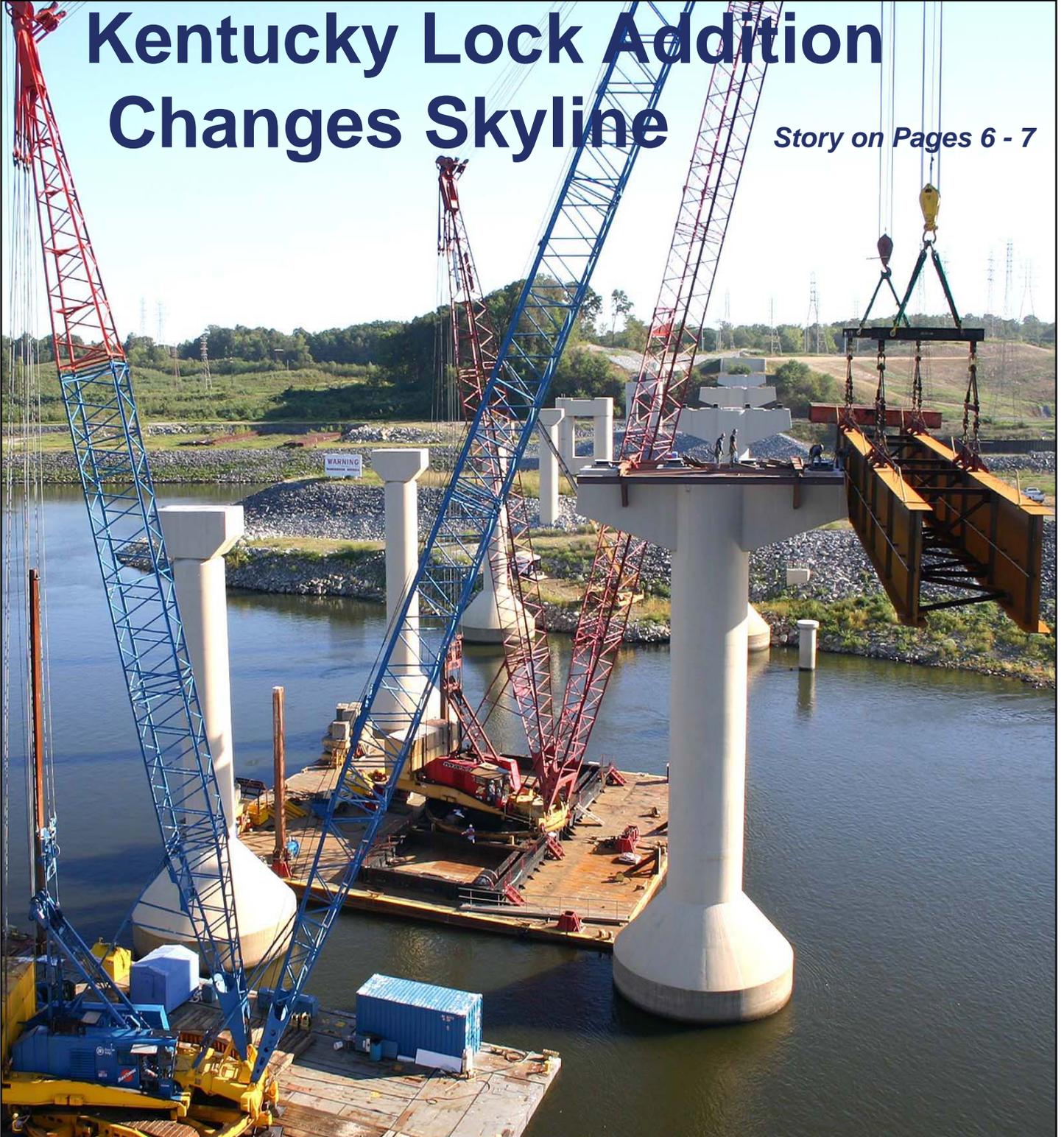
Volume 107, Number 11

Relevant-Ready-Responsive-Reliable

November 2007

Kentucky Lock Addition Changes Skyline

Story on Pages 6 - 7



Contents

Lindstrom Sends	3
October Employee of the Month.....	3
Kentucky Lock Team Completes Punch List	4
LDP Team Serves Those Who Have Served	5
Team Making Progress on Kentucky Lock Addition.....	6
Wolf Creek Fish Hatchery.....	8
Crane Operators Provided Unique Training	9
The Corps Crowd.....	10
Volunteers Help Beautify Center Hill Shoreline	11
Mike Ensched Promoted	11
LDP Team Helps Remodel Visitor Center	12

Nashville Committed to Customers

The Nashville District recently completed a Customer Commitment Plan for use by Customer Relationship Manager Carol Warren. The Plan, in printed form for use with potential customers and stakeholders, assures those individuals that the Corps will ‘provide cost-effective, timely, innovative, and safe solutions for the Cumberland/Tennessee River Basins and the Nation.’

The goal of the plan is to provide a full spectrum of planning, real estate, engineering, design, contracting, construction and support services for customers.

This Commitment is to literally deliver effective collaboration with customers and

stakeholders at every step of the project process.

“We must say what we are going to deliver and then deliver on what we say,” said District Engineer LTC Bernard Lindstrom. “If we do that we will build credibility.”

The Plan includes six pledges in the Planning and Design phase, four pledges during the Construction phase and five pledges in the Post-Construction phase, when follow-up is critical to determine if the District has satisfied the customer and to assure him or her that the organization is willing to stand behind products and services.



photo by Steve Money maker

On the Cover

Workers with American Bridge Company lift steel girders into position atop the Highway 62 bridge piers below Kentucky Dam on the Tennessee River. All girders spanning the main channel are now in place. Railroad bridge piers stand in the background and the contractor will begin placing girders on those piers this month. For complete story, see pages 6 - 7.

District Digest

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Articles, photographs, and other contributions are welcomed and encouraged. The editor reserves the right to make editorial changes to all material submitted for publication.

Story ideas and articles may be submitted to P.O. Box 1070, Nashville, TN 37202-1070. Details may be obtained from the editor at (615) 736-7163.

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Information about the Nashville District may also be found on the District's homepage at: <http://www.lrn.usace.army.mil>

Lieutenant Colonel Bernard R. Lindstrom

Lindstrom Sends

Greetings and Wow! The old adage is true...time flies when you're having fun. I hope this is true for everyone in the District. Since July I have traveled to most projects and areas of the District. I know that I have not seen and met everyone, but my goal is to get out to visit with you. Your selfless-service and dedication to our mission is continuing to promote a legacy of engineering excellence that will serve the future as it has since 1888, and we continue to achieve great results. The purpose of this article is to build on the first three articles and continue on our mutual discussion about the path from 'Good to Great.'

Communication

Here are a few great accomplishments I want to recognize that are taking us to GREAT:

- Resource Management of obligations and year end closeout of the Corps \$33B program. The Chief has recognized the outstanding team effort turned in by folks in RM and Contracting, as well as managers, supervisors, budget techs., etc. in Operations, Engineering-Construction and Project Management! He mentioned that our un-obligated funds amounted to "Budget Dust." Well Done!

- Our outstanding ability to implement P2 this fiscal year...a truly frustrating amalgamated software that I know is not very popular. For those who make this happen we owe you a big HUG!

- Leaders' involvement in discussing and thinking about the concepts of 'Good to Great' during the Division's conference. Change Leadership must involve leaders who are willing to think about problems from different viewpoints and visualize how they apply. Keep it up!

- Implementation of NSPS....All managers and supervisors who accomplish the multitude of tasks to 'Get-er-Done' as Larry the Cable Guy would say. I personally attended our first Regional Pay Pool and I can definitely report that this is a fair and consistent method to provide pay for performance! I look forward to our regional Pay Pool and implementation of NSPS to the rest of the District.

- All the folks who are making Kentucky Lock Dewatering/Repair possible... your dedication to excellence will provide a needed service to the commercial navigation industry's ability to provide goods up and down the rivers. A super job!

- Implementation of the staff to address areas of improvement listed in our climate survey. We are addressing Internal Communications, Office Working Conditions, Parking, Transportation, and Performance Employees. Thank you for making our workplace GREAT!

These accomplishments prove that we are all providing a high level of mental, emotional, and spiritual energy into what we do and they all contribute directly to the mission success of Nashville, the Division, and the U.S. Army Corps of Engineers on a daily basis. You are contributing to the Nation's history now. Thank you for all you do!

As I mentioned last month, our Corps leaders are interested in applying the principles defined in Jim Collins book "Good to Great." I still highly encourage you to



read this book if you are a supervisor or an aspiring leader. Leaders, read the book and apply the principles that Mr. Collins writes about.

Finally, I would be negligent if I did not address Safety. Safety is one of the areas over which YOU have direct control. Only You can control the actions that put You in harm's way! I encourage You to put your physical, emotional, spiritual, and mental energy into providing a safe en-

(See Lindstrom, page 5)

October Employee of the Month

Gradly Moore, Office of Counsel, was named Nashville District Employee of the Month for October.

Moore began his career with the U.S. Army Corps of Engineers in Nashville in 1977, after serving four years in the Army. In many ways he is a leader at the national level in the areas of Contract and Natural Resources Management law. He was one of eight individuals in the Corps of Engineers with the vision to develop a program to train attorneys in the area of Contract Law. In addition to the Contract Law Course, Moore taught at the Visitor Assistance Program for District Natural Resources Management employees. He trains employees on the proper way to issue citations for violations of laws and regulations that protect public lands. He developed the teaching program and presents it in an interesting and entertaining manner. Hundreds of Corps employees, including all rangers, have benefited and continue to gain insight and understanding

of the authorities under which Corps of Engineers' employees operate.

The distinguished attorney has also been instrumental in developing a cadre of attorneys skilled in providing legal services for the Corps. He has consistently delivered a high level of performance throughout his 34 years of service. During the last year, he has mentored several employees in Office of Counsel to the point where they will be able to take over his duties in the areas of Contract Law and Title 36. Moore plans to retire in January.

Senior leaders select the Employee of the



Grady Moore

Month from those identified by the District's chain of command. Selectees personify the seven Army values of loyalty, duty, respect, selfless service, honor, integrity, and personal courage.

Kentucky Lock Team Completes Punch List



Mike West (left) and Richard Burney disconnect a load from a crane.

Kentucky Lock was dewatered in October for the first time in six years, with a long ‘punch list’ of things to do before putting it back in service in early November. The entire team worked hard to accomplish each task, according to Supervisory Navigation Facility Specialist Mark Abshire.

- 1) Inspect Lower gate quoin and miter blocks for fit
- 2) Install new gate roller guides
- 3) Repair armor plate at the 295-foot mark
- 4) Paint gate recess armor and ladder recess plates
- 5) Repair air seal valve stems
- 6) Repair 600-foot mooring bit thoridyne guides
- 7) Place stainless mooring bit in track
- 8) Place mooring bit in track 75-feet on river wall
- 9) Remove debris from chamber
- 10) Upgrade electrical components in lock river wall machinery pit
- 11) Place new bottom seal bars and seal in upper river wall filler valve
- 12) Repair air bubbler line on lower lock river gate
- 13) At lower lock wall gate, hang water level PVC pipe
- 14) Hang caisson slot filler on river wall
- 15) Install Gemco limits on machinery
- 16) Replace Softron power supplies
- 17) Re-anchor roller plate in lower lock wall gate machinery pit
- 18) Repair armor plate at the bottom of the short approach wall
- 19) Repair ¾-inch plate at the center of the miter seal

*Story and photos
by Dave Treadway*



John Boyett (left) and Richard Burney remove a roller from a mooring bit so repairs can be made.



Mark Abshire inspects completed repairs made to the upper river wall filler valve.



Eugene Hixon measures the thoridyne guide on the stainless mooring bit to prepare a template from which to manufacture others.

LDP Team Serves Those Who Have Served

by Lannae and Bradley Long

Members of the District Leadership Development (LDP) Class joined forces with the Society of American Military Engineers (SAME) Oct. 12-14 for Operation Stand Down, the annual effort “to provide social services

Scott Fanning, Center Hill Resource, spoke with one volunteer who related this amazing story from more than 50 years ago.

“The 84-year-old, accompanied by his wife, enjoy performing such service, in fact do it often. WWII found him in the army in Italy and southern France. Within 45 days of landing with his unit in France, he and most of his group were captured. The Germans moved him from one prison camp to another, never long in one place. The most heart-wrenching part of his story came as a result of one of these moves. The Germans decided to move him and fellow prisoners from Hamburg to somewhere in Poland. They packed the Americans into rail cars where they had room only to stand. At one point they were forced to change trains due to narrower tracks entering Poland. The veteran later learned one train engineer’s son was shot by a “Yankee” and, as a result, he had a grudge against all American soldiers. Knowing that Americans were on board, he threw the tracks to purposely derail the arriving train. During the ensuing wreck, many prisoners died. Most others suffered broken bones or other injuries. The veteran looked upon the carnage and pain in the faces of his comrades and realized that his own shoulder and neck were broken. The Germans transferred the prisoners to a smaller train with even less space. Now with barely room to stand, he couldn’t even shuffle his feet, consequently his feet froze. When the train reached its destination, the prisoners discovered they still had not reached theirs.

The captors then marched the prisoners for more than a month between January and March. So



in excruciating pain and in the bitter cold, with frozen feet, a broken shoulder, and a broken neck, the veteran marched. At one point, the Germans did offer him hospital care, medical treatment he refused because he and fellow prisoners had heard that the Germans used POWs for experiments. Instead, during the day, (as long as he could stand the added torment) he would place one hand on the back of his neck to stabilize it and one hand on his chin to lift his head in an attempt to correctly position his neck and aid the healing process. Perhaps time had helped heal the memory of pain as well . . . he smiled pleasantly as he spoke. The invocation for the meal interrupted his story and the two of us moved to our assigned duties to serve other veterans.”

to honorably discharged veterans of the United States Armed Forces.”

Rocky Reed (OP-H-E) organized the LDP volunteers and brought along his wife and daughter Paige to help serve veterans who have defended our country. Ms. Reed also demonstrated her high sense of service to community by volunteering to work on National Public Lands Day. She wiped tables, swept floors, and served food to veterans. Tim Dawson (PM) brought along his friend Austin Davidson and the pair thoroughly cleaned the dining area where the veterans were to be seated once they were served. The LDP

group and SAME volunteers showed up well before daylight. Robin Hagerty (MAJ USA ret.), former Deputy Engineer and SAME Post President, was accompanied by husband Gil Mason and the two made it their mission to ensure everyone was fed.

Operation Stand Down, for the 15th year, conducted the annual three-day event to provide a safe place for homeless veterans to rest, regroup and seek help from human services providers. Normally held at the National Guard Armory off Sidco Drive, construction there this year caused organizers to move it to the former Tennessee Preparatory School on Menzler

Road. For 100 years, the Tennessee Preparatory School served troubled and homeless children from all over Tennessee, by giving them housing, food, counseling, vocational experience, education and compassion to prepare them for adulthood. So it was only fitting that the school donate their campus to help veterans.

About 300 veterans, men and women from the Nashville area, benefited from the 2007 event. LDP and SAME members were joined by veterans of the Korean War, American ex-POWs, Tennessee National Guard, Army Reserves, and Women Veterans of America to prepare and serve about 3000 meals.

For more about Operation Stand Down, go to www.OSDNashville.org, and for other veterans organizations in the area, click on “Supporters.”



LDP and SAME members help serve breakfast to homeless veterans Oct. 13.

Lindstrom (Cont. from page 3)

vironment to work and play in on a daily basis. Identify hazards; discuss with co-workers the sometimes gruesome facts of what an accident would do; understand the probability of the accident happening and the consequences of the accident; and put in place controls that minimize chances that the accident would happen. This is how you Own Risk! Many people do not fully perceive risk. We are very comfortable driving a vehicle down a highway at 80 mph, but not very comfortable standing on the edge of a five-story building. Why is this? The consequence of a car wreck and falling off the building would

be very similar, but our perception of risk is different. In most of our jobs, we have to take risks in some way, so take the time to apply the steps I listed above to protect You! Own the Edge-Own Risk!

Again, thank you for the opportunity to learn so much from so many great people! Every day I feel we are just getting started and I sincerely look forward to continuing to serve with the passion and commitment to lead our organization and preserve our legacy of excellence and achievement that makes this organization GREAT! Cara and I appreciate the opportunity to serve you. One Team! Ready! Relevant! Reliable! Responsive! Essayons! Engineer Strong!

Team Making Progress on Kentucky Lock Addition

by Dave Treadway

The Kentucky Lock Addition Team is rapidly changing the skyline viewed by boaters on the Tennessee River and travelers on Interstate 24 in western Kentucky.

Project Manager Don Getty recently discussed progress being made on the project that carries the biggest price tag of any undertaken by the District since the Tenn-Tom Waterway.

“We are about a third of the way through the project,” said Getty. “It is about a \$650 million dollar project and we have spent a little over \$200M. This project’s main focus is building a new 1200-foot-long lock but about a third of its price tag is associated with relocations, moving things out of the way of the new lock. We are well on our way toward finishing the highway and railroad relocations.”

Mark Gibson, civil engineering technician on the Kentucky Lock Addition team, served as tour guide November 1.

“The contractor (American Bridge of Coraopolis, Pa.) is in the process of decking the highway bridge and putting on the overhang brackets,” explained Gibson, as he walked on steel suspended high above the Tennessee River. “They have set the structural steel out to the powerhouse island from the west abutment and they are in the process of putting down the metal decking. In bridge terminology, this is referred to as ‘pan form’.” He then explained that nine inches of reinforced concrete would be placed on top of that to form the roadway surface.

Getty said both the Highway 62 bridge and the P&L railroad bridge will be about 3,000 feet long.

“American Bridge has erected the steel for the highway bridge across the main channel,” said Getty. “They still have the navigation channel to do, about a 500-foot-long span. We are just about ready to start erecting steel for the railroad bridge. Our girders are being fabricated at a facility in Bowling Green, Ky., and those girders will begin arriving by truck next week. The railroad bridge is separated into two sections, we call them the approaches and the main span. The approaches consist of 16 spans, each 152 feet long. Then we have a 500-foot-long

main span that crosses the navigation channel, and whereas the approaches are railroad girders, the 500-foot-long span will be an overhead steel truss. We expect the truss to be erected across the river in a boat basin we expanded for that purpose. Once it has been erected, it will be lifted and floated by barge into place, about a two-day process. We are using weathering steel, a steel designed to rust and form a protective barrier. The weathering steel will eliminate the need to perform very expensive maintenance painting in the future.”

Getty said the project had not been without some challenges.

“Last fiscal year,” recalled Getty, “we were almost half-way through the year, before we found out how much money we were going to receive for that fiscal year. We thought we were going to receive about 10 million dollars for the project and on March 21 we found out we were going to receive 20 million dollars. At 10 million dollars, we would not be able to erect any steel in that fiscal year, but 20 million opened the steel hanging floodgates. So our contractor, American Bridge, started erecting steel in early May after quickly mobilizing. They finished erecting all the highway steel by the end of September, only five months, well ahead of their own schedule. We have not encountered any hurdles that slowed us down, a tribute to

the entire Kentucky Lock team. We have worked together with the designers, owners and the contractor to quickly resolve issues and solve problems.”

He indicated that the current CRA has not adversely impacted the project.

He said composition of the Kentucky Lock team may sometimes be impacted by both GWOT and natural disasters. Civil Engineering Technician Mark Gibson will soon return to Iraq for the fourth time and Jodi Robinson will replace him.

“I want to give you a value engineering illustration to show you how well this team works together,” said Getty. “American Bridge, the construction contractor, proposed a value engineering proposal to change from grade 50 steel to grade 70 steel for our long highway span. There were some technical hurdles on it and we got our design firm involved and were able to overcome those hurdles. To meet the mill schedule to make this proposal happen required our AEs to really work on an expedited schedule to analyze and come up with a redesign and we were able to do that. The end result is we will be saving the project about a million dollars. The redesign also reduced some other risks we would have been facing, and allowed fabrication to take place at the nearby Bowling Green Facility. The Grade 50 design would have been too big for fabrication at Bowling Green. The



photo by Dave Treadway

Civil Engineering Technician Mark Gibson inspects coated rebar that will go into the surface of the roadway.



photo by Steve Moneymaker

American Bridge Company performs a double-line pickup July 30 to place structural steel on the Highway 62 Bridge Piers.

grade 70 design may positively affect cost and schedule of this contract. The Kentucky Lock team working together made it work. Entran, our Highway AE design firm out of Lexington, really worked hard to do the analysis to make sure it was technically feasible, as well as the redesign that was necessary to actually start the fabrication process to meet this schedule. The AE firm

Hanson, out of Springfield, Ill., is designing the railroad bridge. Both have been great to work with.”

The project manager expects some future challenges.

“We are about to face a challenge at Kentucky Lock that involves a shortage of funds,” Getty explained. “Funding for navigation improvements as a whole is uncertain because

if no changes are made, either in outlays (ratio of the cost of capital improvements) or money coming in (taxes levied). It is funded by a tax on diesel fuel purchased by commercial shippers.”

Getty hopes a fix will be put in place by the FY-09 Appropriations Process.

“Unfortunately Kentucky Lock is one of the few projects that is currently being affected by the status of the Inland Waterways Trust Fund,” Getty said. “To keep this project on a fast-track completion, we need to award our next lock construction contract, the Upstream Lock Excavation Contract, a relatively small construction contract that will only last for two years. Unfortunately, because of the status of the Trust Fund, the Assistant Secretary of the Army for Civil Works does not want to award new contracts that have some financial obligation in the future that could hurt the status of the Trust Fund. So right now we have not been able to get permission to advertise that contract, and ultimately the completion date of the project has been slowed. It is a critical path contract, which means for every day we delay it we delay the completion date of the project by one day.”

The railroad and highway bridges should be open to traffic sometime in 2010.

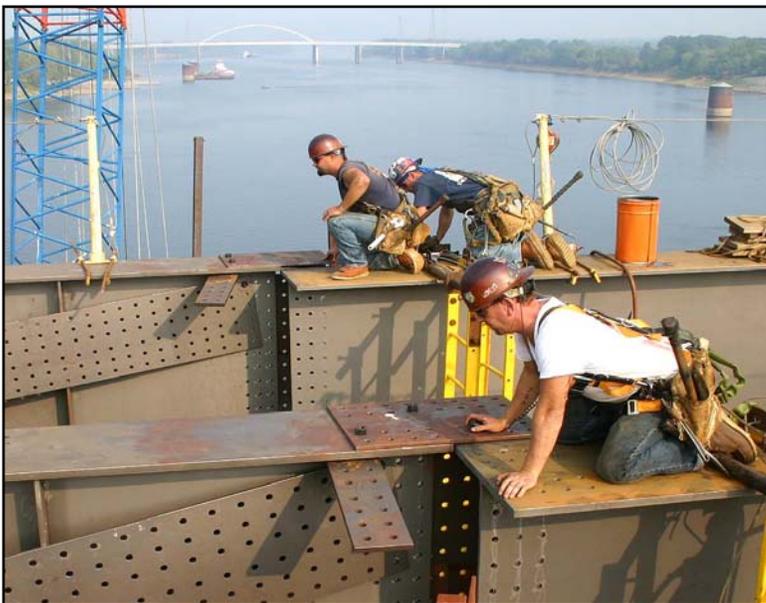


photo by Steve Moneymaker

American Bridge Company workers align girders so they can install joint plates.

of the status of the Inland Waterways Trust Fund, which was set up to pay half the cost of these large navigation capital improvement projects. The fund is being depleted faster than it is being added onto and current projections show that it is going to go to a zero balance early in Fiscal Year '09

Plan Now To Spread Christmas Cheer

by Dave Treadway

District employees and retirees opened their hearts and pocket-books last year for the 19th straight year to help bring Christmas cheer to children in Harlan, Kentucky.

Danny Farrell was Santa Claus and filled a 12-foot-long trailer with toys collected by employees at the District Office, at the Martins Fork Project, at the Upper Cumberland Area Office in Pineville, Ky., and even by retiree James Traylor in east Knoxville, and delivered them safely to the an agency called Harlan Countians for a Healthy Community for wrapping by workers there.

All were presented to more than 600 students from Harlan County Schools on Saturday December 16 following the last day of classes on Friday. Needy students are chosen by the Agency with the help of school administrators through the Angel Tree Program. Trees were placed in businesses where individuals nominated children by first name, age, gender and size.

“Children range in age from newborn to 16,” said Teana Burns, administrative coordinator at Harlan Countians for a Healthy Community, “We could not have met the need without the gifts donated by the Corps of Engineers,” added Burns.

When everything arrived Dec. 4, volunteers from the community turned out in force to help wrap the toys.

“As long as we are around, we will be helping with this program,” said Burns.



You can help make Christmas brighter for children again this year during the toy drives next month.

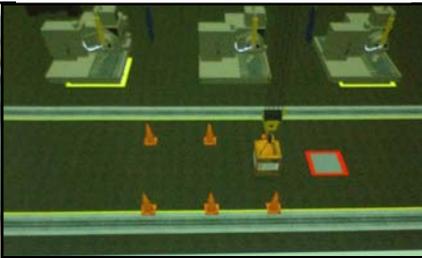
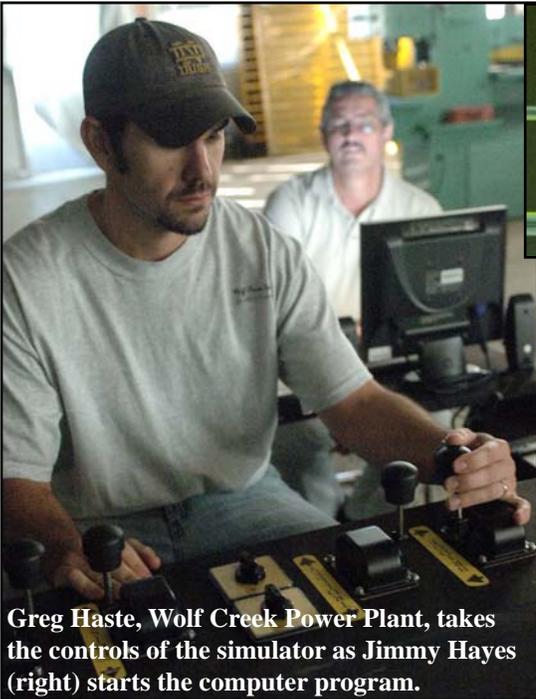


Many people work together each year to donate, gather and transport the toys that bring smiles to children in Harlan, Kentucky. You can be a part of that effort this year.

Promotion

Former Nashville District Chief of Operations Mike Enschede is surrounded by wife Christi and daughters Meagan and Jamie during a get together in his honor October 25 at the Cumberland River Operations Center, Old Hickory Lake. Enschede moved to USACE Headquarters where he was selected to the Senior Executive Service and will serve as the USACE Chief of Operations.
photo by Dave Treadway





Crane Operators Provided Unique Training

Story and photos by Dave Treadway

Greg Haste, Wolf Creek Power Plant, takes the controls of the simulator as Jimmy Hayes (right) starts the computer program.

Deborah Furkins, Wolf Creek Power Plant, uses the controls to move the load in the simulated environment (center inset).

Some Nashville District employees got a rare opportunity this month at the Cumberland River Operations Center when they showed up for their mandatory 8-hour Overhead Crane Safety refresher course.

“This is a first for the Corps,” said Crane Instructor James Sowell of the simulator training, “and most of our trainees this week are our power plant people. We plan to have a safety training class next month for operators of mobile cranes.”

Jimmy Hayes, senior safety consultant with the North American Crane Bureau Group, brought the simulator from Altamonte Springs, Fla., and explained what each student was tasked with performing.

“We have an exercise layout here,” said Hayes, “where students lift a crate and they have to position it correctly over these targets (projected from computer onto a large screen) and when that is successfully completed by the operator then that target disappears and the next target appears. There are obstacles in the path of operators which they must maneuver around. When the operator gets to the end of the exercise, a red target will appear and the operator must set the load down inside that square. Then the computer scores the exercise based on amount of swing and whether the operator had any collisions. The computer does time the exercise but it does not compute time into the score. We don’t really want to encourage operators to go too fast,

of course time is a consideration.”

Obstacles on the screen are designed as solids which the operator must avoid if they appear in the path of the crane. The operator is instructed to navigate around them instead of lifting the load over them. Hayes can program a load of any size and type for the training, and even save the student’s performance for later recall and comparison with subsequent training sessions. Sound effects common to braking, impact with surfaces and warning sirens make the simulator realistic.

One operator from St. Louis District was in attendance. Sowell expects Louisville and Huntington districts to be represented at the mobile crane course.

“What started this training several years ago,” said Instructor Sammy Alley, “is that we were sending our operators out to public training courses, and normal crane operation is from ground level up; that’s what they teach. Well, all of our cranes have to operate below ground level, into locks, below water level and into equipment pits, so we formed our own training committee to ensure that our operators were trained in what we do.”

The committee is James Sowell, Charlie Bryan, Tom Battles, Donnie Damron, Sammy Alley, Jay Sadler, David Mackie, Joe Conaster, and Dale Taylor.

“Not only is public training expensive,” added Alley, “but operators don’t get the information they need to work with.”

“They are a great training tool,” Hayes pointed out. “I can do things in simulation that I can’t do with a real crane. In this simulator I can have a pedestrian walk out in front of the crane and see if the operator reacts correctly. If the operator doesn’t react correctly, I can put him or her back into that situation again and again until the proper reaction is achieved. Once the operator practices reacting correctly under a fault like that, then he or she is more apt to do so if such should happen in the real world.” Hayes can also program different failure scenarios to determine reaction by students to those failures, change the weight and load configuration, construct a work area with selected obstacles, even set different swing limits to achieve results nearer to characteristics of cranes operators are more accustomed to.

“This is ideal for refresher training,” said Sowell, “but I want to get a unit of each for just total training. It would be ideal for our hydro-power operators, mechanics and crane operators to experience during their two-year training program. Crane operators are required to have eight hours of refresher training each year.”

“Tactile learners are those who learn best by doing,” said Hayes, “and I would say a very high percentage of students in the class today would agree that they fit into this category. This is ideal for that type of learner. It bridges the gap between the classroom and putting them on a real crane.”

The Corps Crowd

Welcome to ...

...Stevie York, berm inspector at Wolf Creek Power Plant.

Farewell to...

...Roger Devereux, maintenance worker at Old Hickory Power Plant, who deployed to Afghanistan.

Having fun...

...Working at the AED offers an assortment of challenges, and the rewards that come with accomplishments. Being detailed as a Construction Representative has allowed me the opportunity to travel around the city of Kabul and surrounding areas. Meeting and working with Afghan people has offered me the insight to a truly remarkable culture, old in history, that has changed little - even today. This is a culture where the average life span for a male is 43, and 38 for a female. The assistance we offer today will have an untold benefit for future generations. *Roger Devereux*

Congratulations to...

...Tom Spradling, Lockmaster at Kentucky Lock, who retired Nov. 1 after more than 38 years service. The veteran lockmaster trained "more lockmasters than I can remember, including Steve Money-



Spradling

maker, Bill Bennett and Gerald Cunningham." Except for six years at Barkley Lock and Dam, he spent his entire career at Kentucky Lock and recalled his strangest lockage as steel pipe, capped off on each end and lashed

together which fit within the 600-foot chamber with only 50 feet to spare.

...Emily Carr, who was selected as chief of the Soils and Dam Safety Section, Civil Design Branch.

...Jerry Breznican, recently promoted to District Natural Emergency Manager.

...Patricia L. Coffey, selected as the new chief of Project Planning Branch - Planning, Programs, and Project Management Division.

...Craig Carrington, project manager, Planning, Programs, and Project Management Division, who married Melissa Workman September 29. The newlyweds spent the first two weeks of October on honeymoon traveling around Europe.

...Michael Hight, civil engineering tech, J. Percy Priest Lake, who retired June 1, after 34 years and 9 months of service.

...Stacy J. Wozniak, daughter of Judy Potaczek, Operations Division, who recently completed Homeland Security Training at the Center for Domestic Preparedness in Anniston, Ala., the only federally-chartered Weapons of Mass Destruction training facility in the nation. Stacy is currently an Animal Health Technician with the USDA-Animal and Plant Health Inspection Service, Veterinary Services, in Olympia, Wash.



Wozniak

Baby Brigade to...

...Christopher Taylor, lock operator, Watts Bar, on the birth of son Jackson Dale Taylor, who was born October 13. He weighed 8 pounds, 11 ounces. Jackson's grandfather is Dale Taylor, work leader at Wilson Lock.



Taylor

...Larry (Wanda) Graham, appraiser, Real Estate Division, whose grandson Lincoln Alexander Elrod, was born October 16 weighing 12 pounds, 7 ounces,

to Greg and Shannon Elrod.

...Wallace Lovell, senior electrician, Old Hickory Power Plant, and wife Colette who became new grandparents, October 29. Grandson Antonio DeAndre Matthews was born to daughter Amia and son-in-law Aundre Matthews. He weighed 6 pounds, 8 ounces and measured 19 1/4 inches.

Sympathy to...

...the family of COL William F. Brandes,

Nashville District Engineer from 1971 until 1974, who passed away October 8. Following retirement, he earned a PhD. from Vanderbilt, taught as an Associate Professor at the University of Tennessee, Knoxville, and worked as a private engineering consultant in Nashville.

...James Sowell, whose father, James Sowell, Sr., passed away Oct. 12.

...Patricia Summers, Cheatham Resource retiree, whose mother Mrs. Edwin Bell passed away Oct 16 after a long illness.

...Roy L. Rector, lock & dam operator at Watts Bar, whose brother Raymond passed away October 2.

Thank you to...

... "See You Later"!! After 32 and 3/4 years, my federal career has come to a close. I spent 18 of that in the Regulatory Branch. What a challenge!!! Public Hearings lasting until after midnight and disgruntled applicants who thought pencils were made to throw at clerks. Now I'm facing the biggest challenge of my life - leukemia. My stem cell transplant took place September 15th and things are looking up. My donor was a 22-year old female - I can almost feel the wrinkles vanishing. I love all of you and I will miss you. Thank you so much for your contributions of money, love, and, most of all, your prayers. God bless you. *Sharon (Suziebell) Wilson*

...I would like to thank everyone for the many phone calls and cards I received on the death of my sister-in-law, Evelyn M. Taylor. Corps folks are the best. *Anita L. Taylor, Upper Cumberland Project Office* ...I would like to thank everyone for the cards, many phone calls, visits and especially the prayers that I have received on the death of my father, James H. Sowell Sr. Believe me when I say during difficult times GOD shows you the true meaning of family and friends. *James H Sowell Jr., Navigation Branch*

...As I depart (Safety Manager) I think about the challenges and experiences I had during my career (38 years). I am proud and honored to have served in the safety community with the Corps. The support, professionalism, and dedication exemplified in the safety arena are outstanding. If you ask for help, it's always there. I can leave knowing that our efforts have made a difference to elevate the situational safety awareness for USACE assets and contractors. *Thanks, Bill Bennett*

Volunteers Help Beautify Center Hill Shoreline

Story and photo by Park Ranger Noel Smith

The summer is over and much of the recreational use of Center Hill Lake was as well on October 6 when 110 'special visitors' arrived.

They came to erase some of the disturbing evidence, some quite visible, of those who came before them. When they arrived at 9 a.m., the beautiful shorelines were littered with aluminum cans, empty snack bags, plastic cups, and even tires. When they left at the end of the day,

beauty and order had been restored.

Saturday was yet another very hot day at the end of one of Tennessee's driest summers but this was the day chosen for the annual Lakeshore Cleanup.

The volunteers quickly made their presence felt and were not deterred by the unusually hot weather.

Several different groups of volunteers departed Ragland Bottom Day Use and Floating Mill Day Use and soon returned with boats and hands full of garbage once scattered about the lakeshore.

They promptly put it where the original owners should have, into waiting dumpsters, and then were treated to lunch provided by local businesses.

The services these volunteers rendered only required a few hours, but they performed months worth of cleanup and were a tremendous help to the surrounding community and to those visitors looking for beauty and tranquility who will frequent Center Hill Lake next spring and summer. They helped guarantee those visitors will find that in abundance.



Some of the volunteers who helped tidy up the Center Hill Lake shoreline October 6 gather for a 'moment to remember.'

2007 Christmas Luncheon

The annual District Christmas Luncheon will be held on Monday, December 10, at 11:30 am at 1st Lutheran Church (directly next door to the Federal Building).

Menu will include the traditional Turkey & Dressing, Ham and sides normally associated with the holidays.

Lunch will be \$10 per person and tickets can be purchased by December 5 from Kathy Lachicotte, RE, Jody Stanton, EC, Andreas Patterson, OP, or Lynetta Askew, DD-S.

A variety of entertainment will be on tap. If you would like to share your talent (singing, skit, poem reading, etc.) please sign up soon with the Executive Office.

Recognition

Myrna King, Information Management, was awarded a plaque October 2 in recognition of volunteer service performed on behalf of inmates at the Turney Center Industrial Prison in Only, Tenn. She represented Friendship Baptist Church while working there for the past 10 years.



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LDP Team Remodels Grounds at Visitor Center

Members of the 2007 Leadership Development Program help landscape around the J. Percy Priest Lake Visitor Center Sept. 29 during National Public Lands Day. They helped place river stone in the ground and window beds, placed 65 plants in the raised beds around the perimeter of the Center, mulched the flower beds, and transplanted the Tennessee Purple Cone Flower to one flower bed at the front of the Visitor Center to highlight the importance of J. Percy Priest Lake in the preservation of this endangered native species.

photos by Lannae Long

